

BookletChartTM

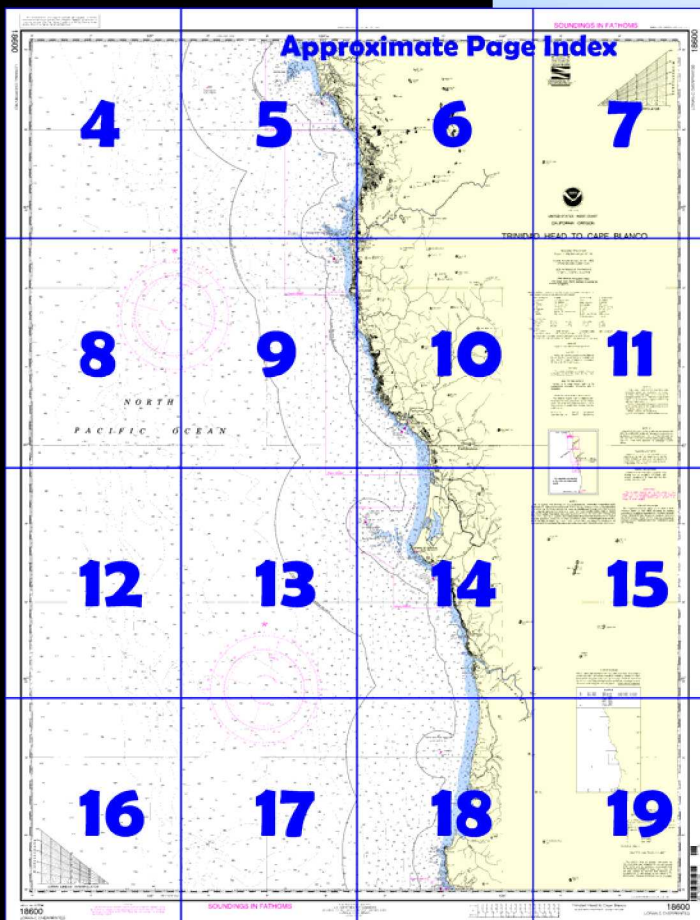
Trinidad Head to Cape Blanco

(NOAA Chart 18600)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

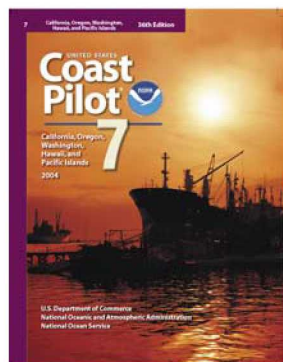
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 8 & 9 excerpts]

(229) **Trinidad Head** is nearly 39 miles NNE of Cape Mendocino and 17.5 miles N of the entrance to Humboldt Bay. It rises to a height of 380 feet.

(242) **Rocky Point**, 5.5 miles N of Trinidad Head, is a bold feature with cliffs about 200 feet high, bordered by numerous rocks and ledges extending 200 to 300 yards offshore.

(244) N of Rocky Point the cliffs are succeeded by a low sandy beach for 4.5

miles to the N end of **Big Lagoon**, which is immediately behind the sand beach.

(255) **Klamath River** mouth is 16 miles S of Point St. George and 30 miles N of Trinidad Head. It is a large river draining an extensive mountainous area. The entrance is no longer navigable, but there is small-

craft traffic on the river. There are several float landings where sport fishing craft berth. Gasoline, water, ice, launching ramps, and marine supplies are available.

(265) **Crescent City Harbor**, protected by breakwaters, is midway between San Francisco Bay and the entrance to Columbia River. Commercial and sport fishing boats operate out of the harbor. Waterborne traffic in the harbor is in the receipt of gasoline and fuel oils. **Crescent City** is on the N side of the harbor.

(280) **Point St. George**, 3 miles NW of Battery Point, is low with several irregular and rocky hillocks near the beach. The seaward face is about a mile long in a NW direction, with sand dunes and low land immediately behind it.

(290) For about 10 miles N of Point St. George, the shores of **Pelican Bay** are composed of sand dunes, with a broad beach extending to the mouth of **Smith River**. **Lake Talawa** and **Lake Earl** are surrounded by low marshy land behind this stretch of dunes.

(291) A small rock about 10 feet high is 1.8 miles S of the mouth of Smith River, and nearly 0.5 mile offshore. A cluster of three low rocks is nearly a mile offshore and 0.9 mile NNE of the 10-foot rock.

(6) **Chetco Cove**, 15.5 miles N of Point St. George, affords some protection from NW winds, but is exposed in S weather. **Chetco Point** marks the NW side of the cove. There are numerous visible and covered rocks fringing the shore of the cove and its approaches. **Chetco River** empties into the N side of the cove.

(26) **Crook Point** is moderately low, but terminates seaward in a rocky knoll 175 feet high, with a slight depression immediately behind it. The rocks close to the point often show up during moderately thick weather; several have a very noticeable pinnacle formation.

(27) From the vicinity of Crook Point to the mouth of the **Pistol River** are sand dunes which show up prominently in clear weather and distinctly mark this section.

(29) **Cape Sebastian**, 33.5 miles N of Point St. George, is conspicuous from either N or S. It is the seaward termination of a ridge transverse to the coast, and rises abruptly from seaward to a height of 694 feet, with a depression behind it, and then more gradually to a height of about 2,000 feet.

(32) **Rogue River**, 6 miles N of Cape Sebastian, is an important sport fishing stream. Several float landings and a hoist for trailer-drawn craft are just above the old lumber dock on the N side of the river near the mouth.

(42) **Rogue River Reef**, extending over 4 miles NW from Rogue River entrance, includes many visible and covered rocks; because of the broken bottom, vessels should stay over 5 miles offshore when passing this area.

(47) **Sisters Rocks** are a group of three rocky islets 10.5 miles N of Rogue River entrance. The smallest, 0.8 mile offshore, is the outermost. There is fairly smooth water in NW weather under the lee of the largest islet.

(51) Prominent **Humbug Mountain**, 3.3 miles N of Lookout Rock and 4 miles S of Port Orford, is conical in shape, and its seaward face is steep and rugged.

(54) **Port Orford**, 6.5 miles S of Cape Blanco and 19 miles N of Rogue River, is a cove that affords good shelter in NW weather, but is exposed and dangerous in S weather. It is easy of access and is probably the best natural NW lee N of Point Reyes.

(61) From The Heads for 6.5 miles to Cape Blanco, the coast extends in a general NNW direction. N of The Heads the shore is a narrow sand ridge, rising at one point to 160 feet, covered with grass, fern, and brush, and ending abruptly nearly 3 miles from The Heads at the edge of the Elk River Valley. N of this point are sand dunes extending to the mouth of **Elk River**, a small unimportant stream. Beyond the mouth of Elk River to Cape Blanco, the coast consists of vertical cliffs, wooded to the edge, and in some places over 150 feet high.

(62) **Orford Reef**, from 2 to 5 miles offshore between The Heads and Cape Blanco, is composed of a group of irregular rocks up to 149 feet high and ledges, many of which are awash or show a break. Kelp extends from Orford Reef to within 1.3 miles of the shore.

Table of Selected Chart Notes

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Eureka, CA	KEC-82	162.40 MHz
Crescent City, CA	KIH-37	162.55 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE S

Regulations for ocean dumping sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.573" southward and 4.261" westward to agree with this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

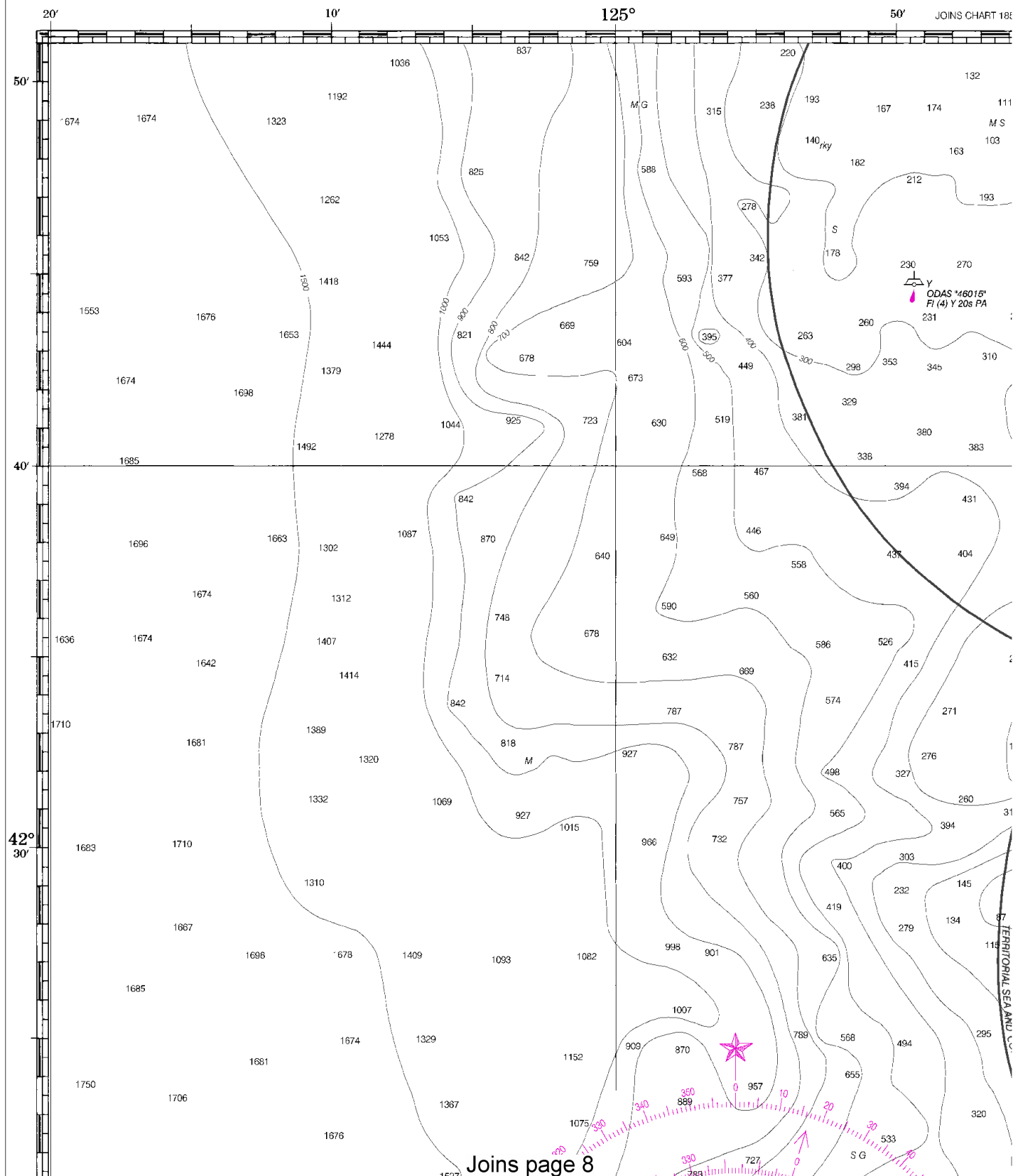
EXAMPLE: 9940-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

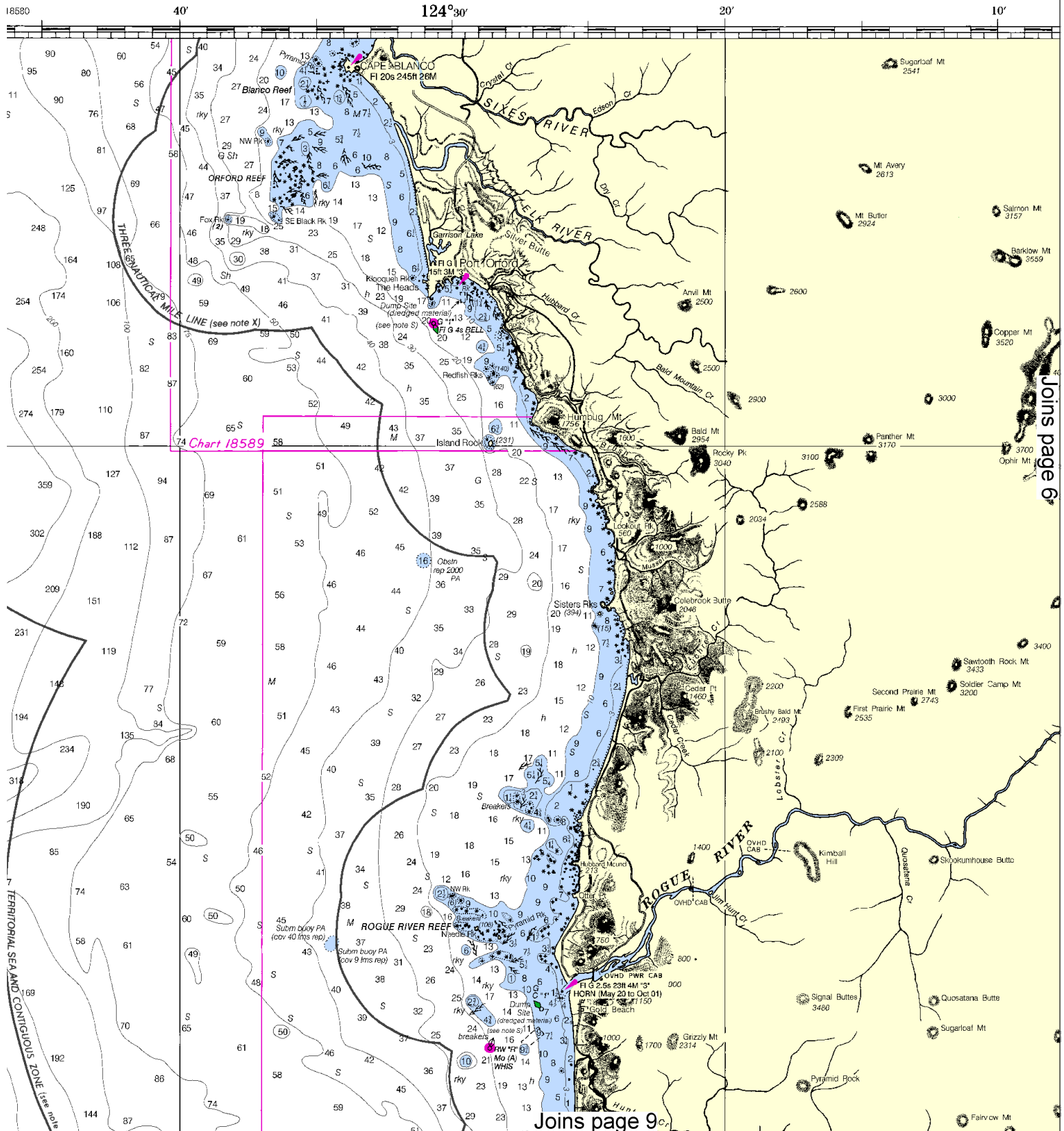
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LORAN-C OVERPRINTED

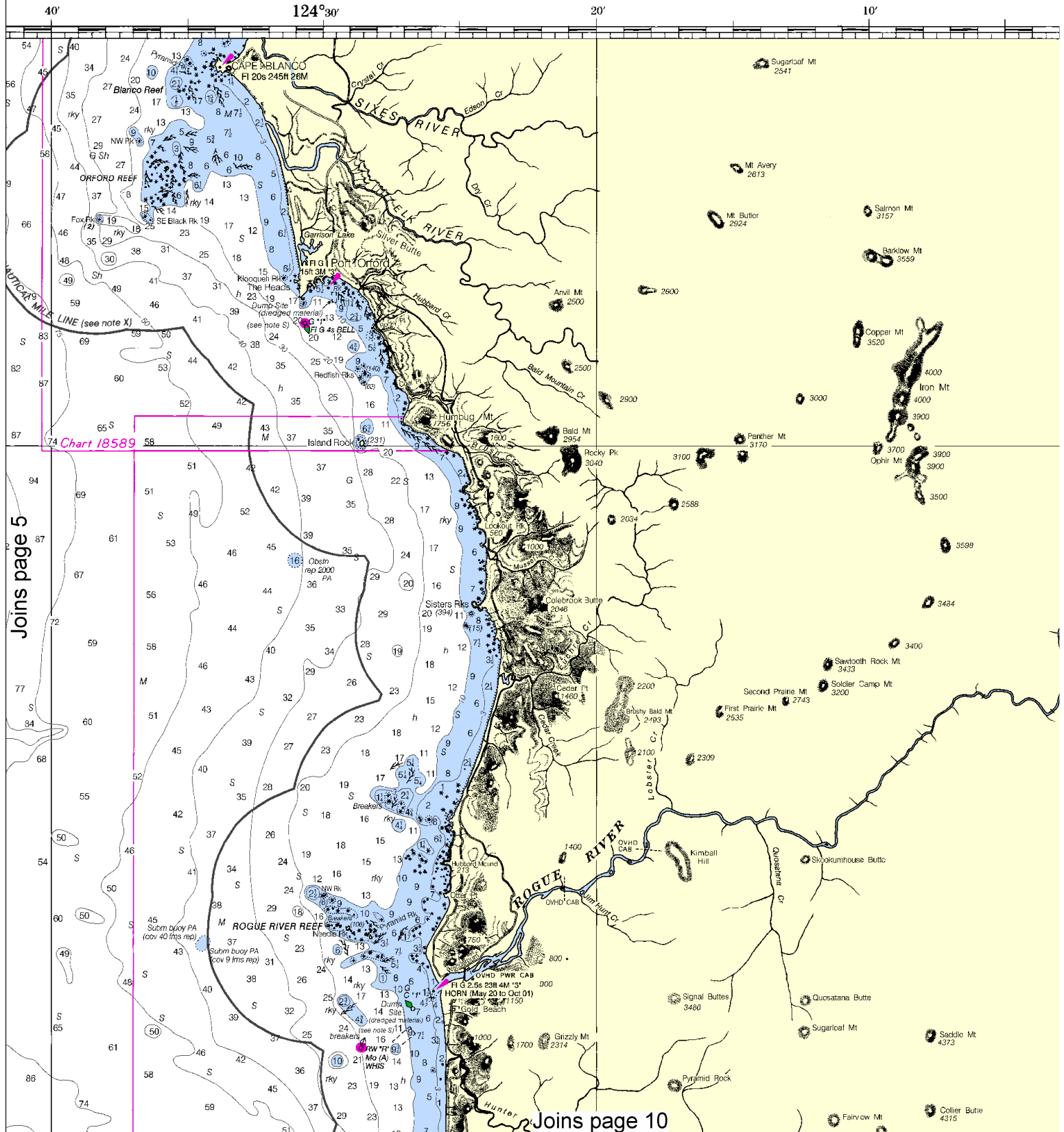


4





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:262597. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

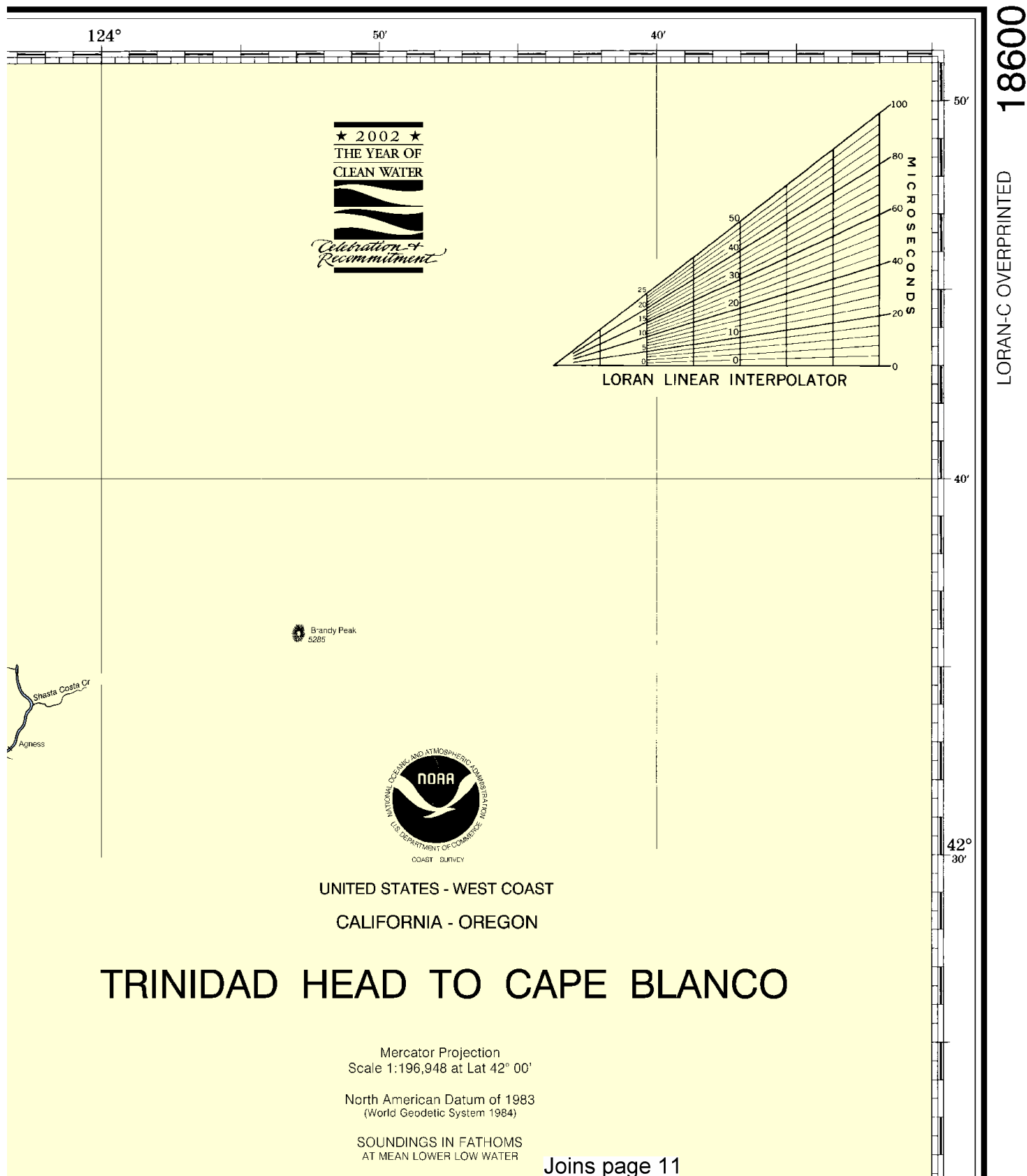


6



SOUNDINGS IN FATHOMS

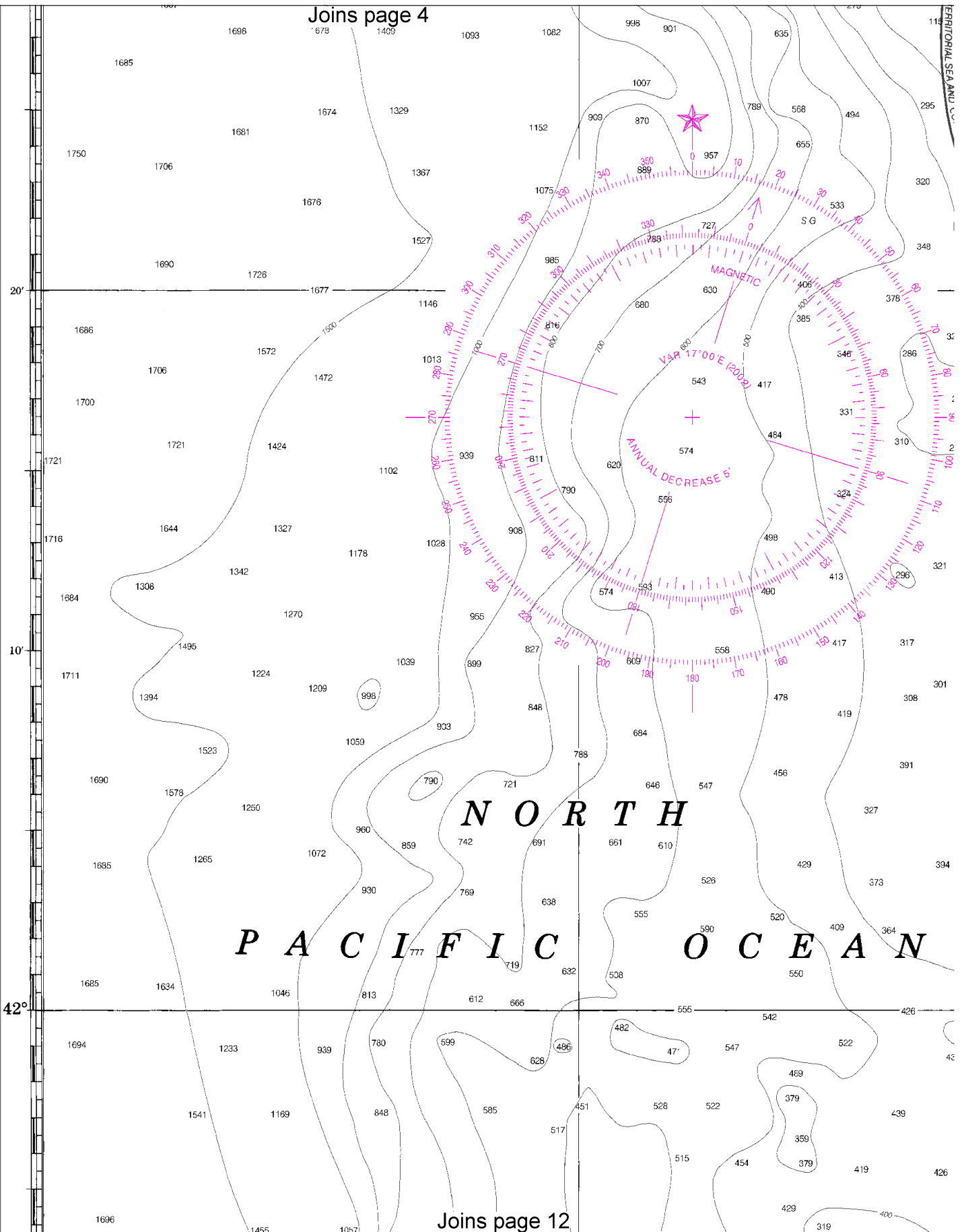
Nautical Chart Catalog No. 2, Panels C, K, M, R



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0 12:00:00 AM.

7

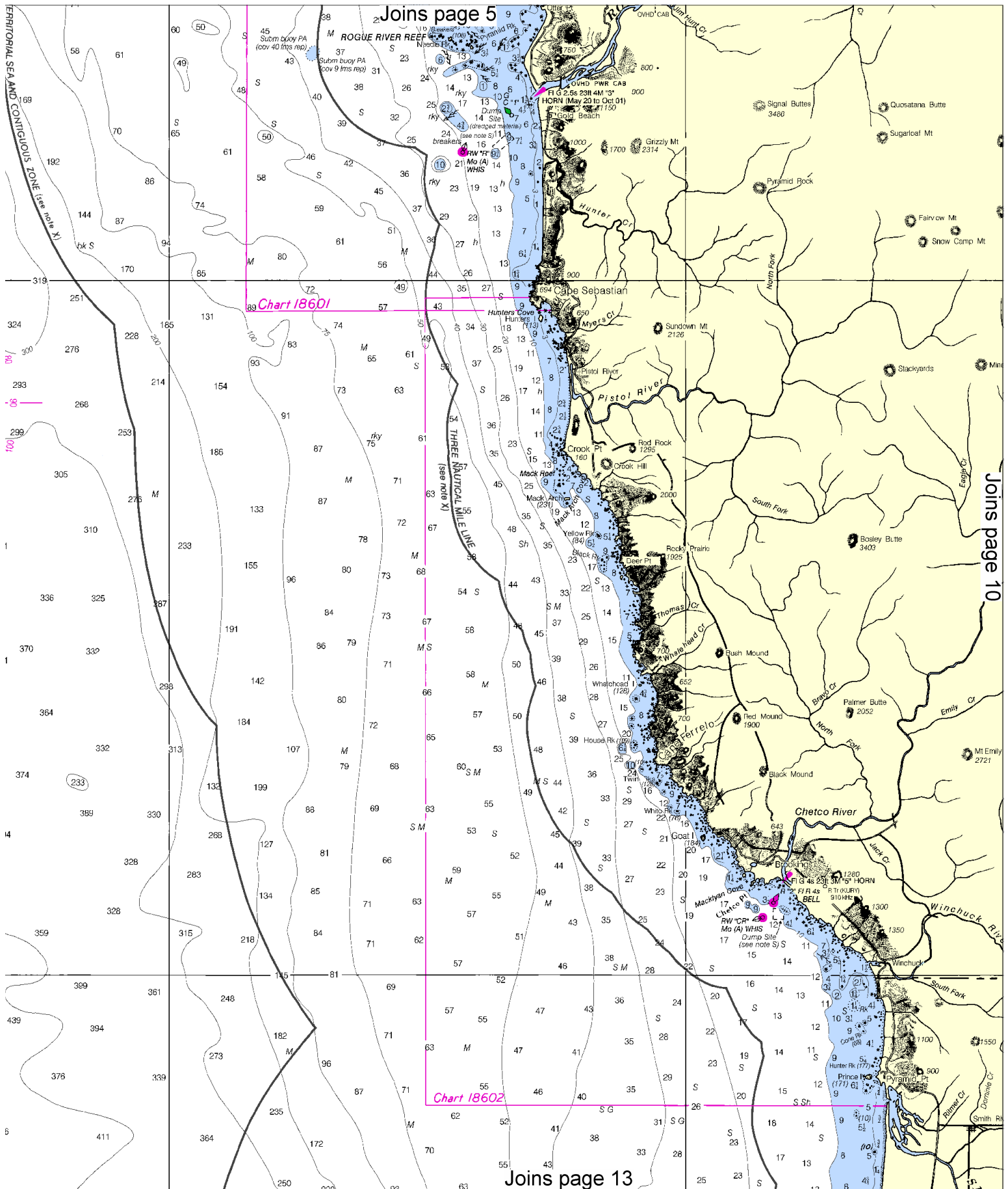
Joins page 4

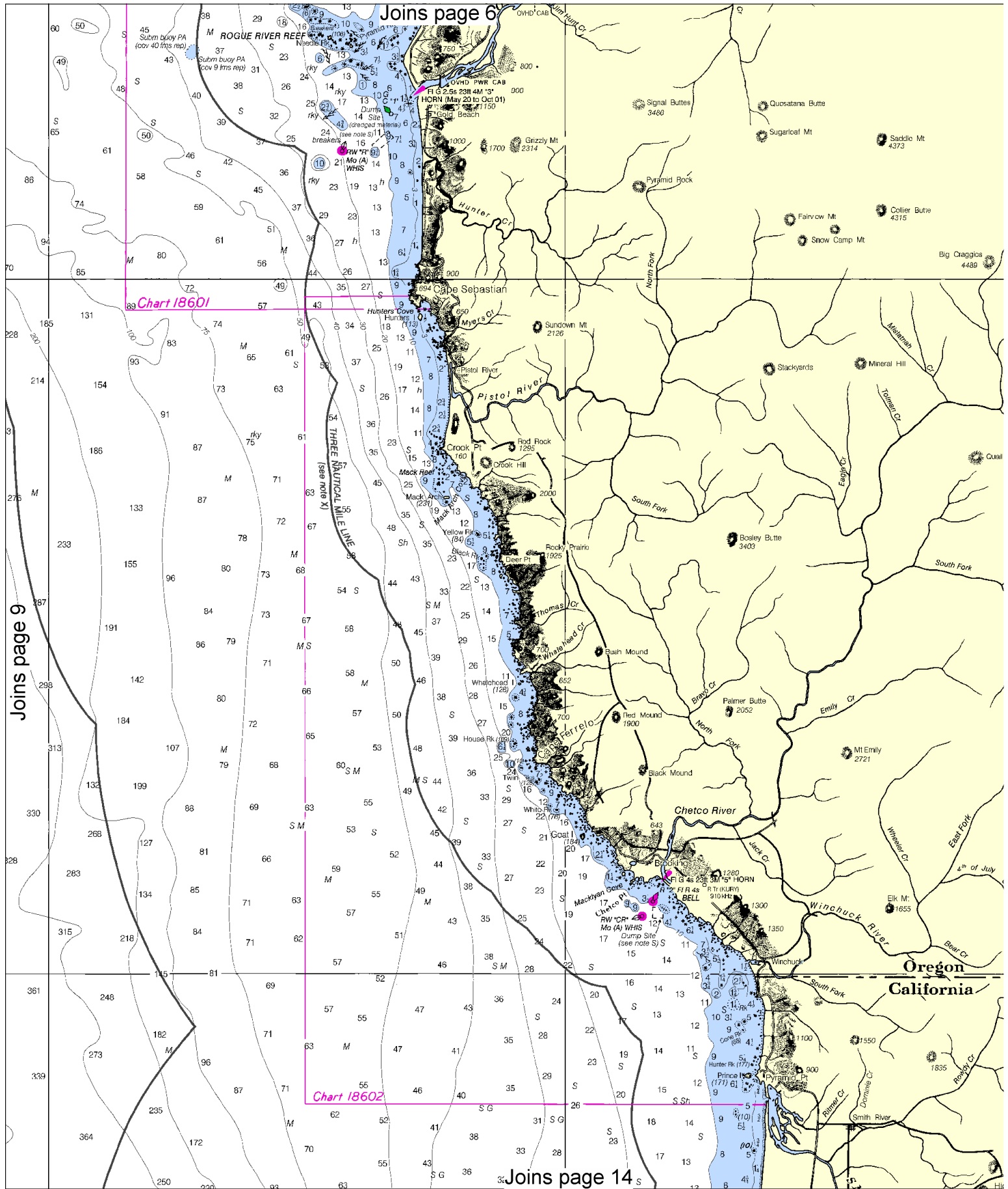


Joins page 12

8







TRINIDAD HEAD TO CAPE BLANCO

Mercator Projection
Scale 1:196,948 at Lat 42° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
Use large scale charts outlined in purple for
inshore navigation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morso codo	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	WH S whistle
		R B1 radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Cu coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rap reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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Crescent City, CA	KIH-37	162.55 MHz

CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

NOTE S

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POLLUTION REPORTS

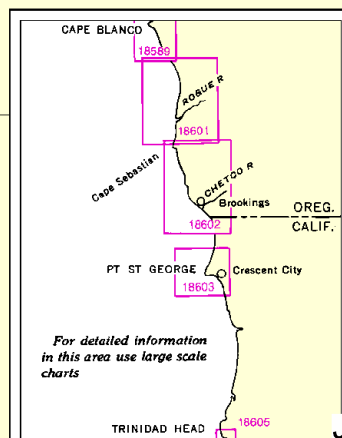
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

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WARNING

The prudent mariner will not rely solely on any



Joins page 15

42°

Joins page 8

50'

40'

41°

30'

Joins page 16

12



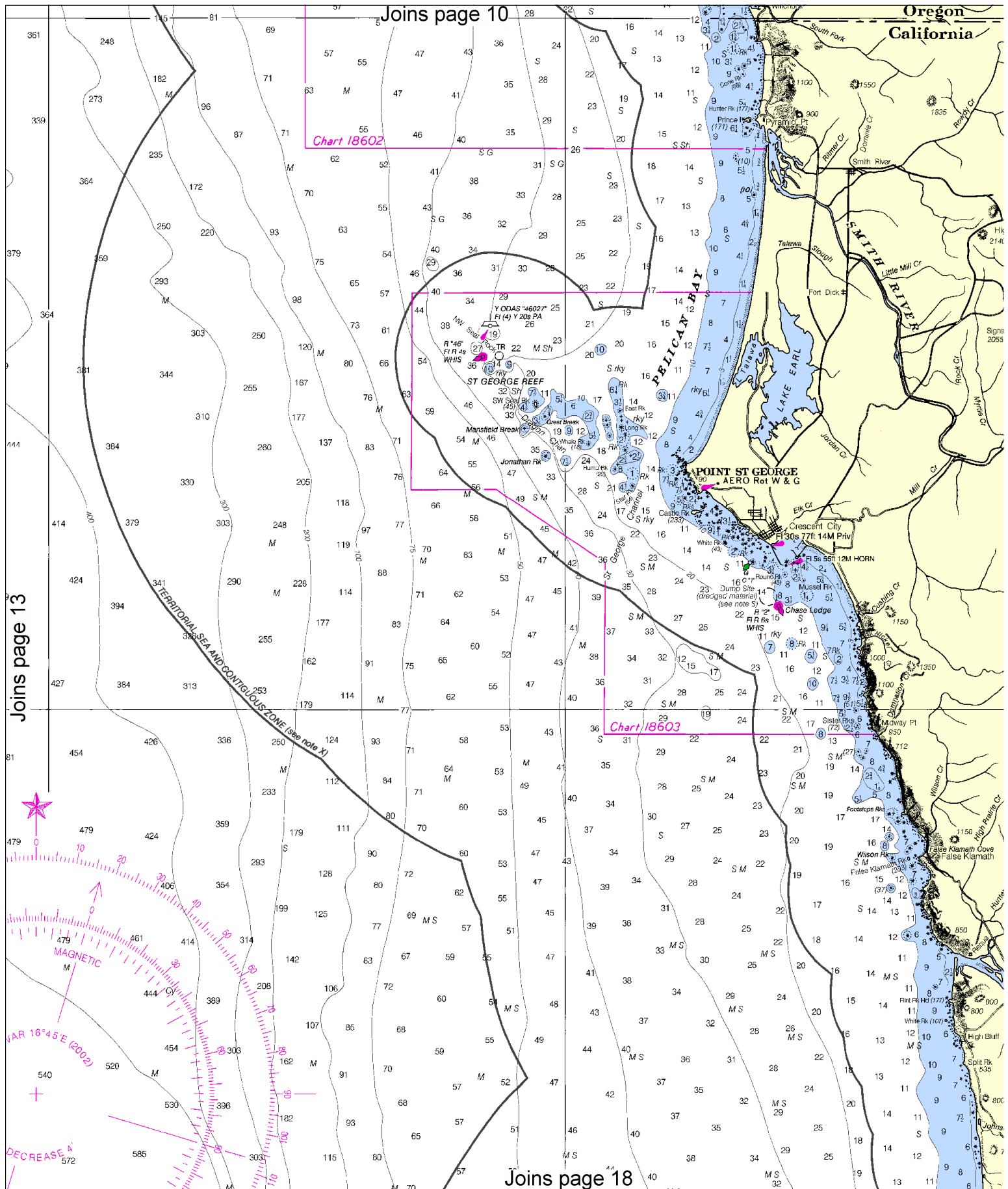
Joins page 9

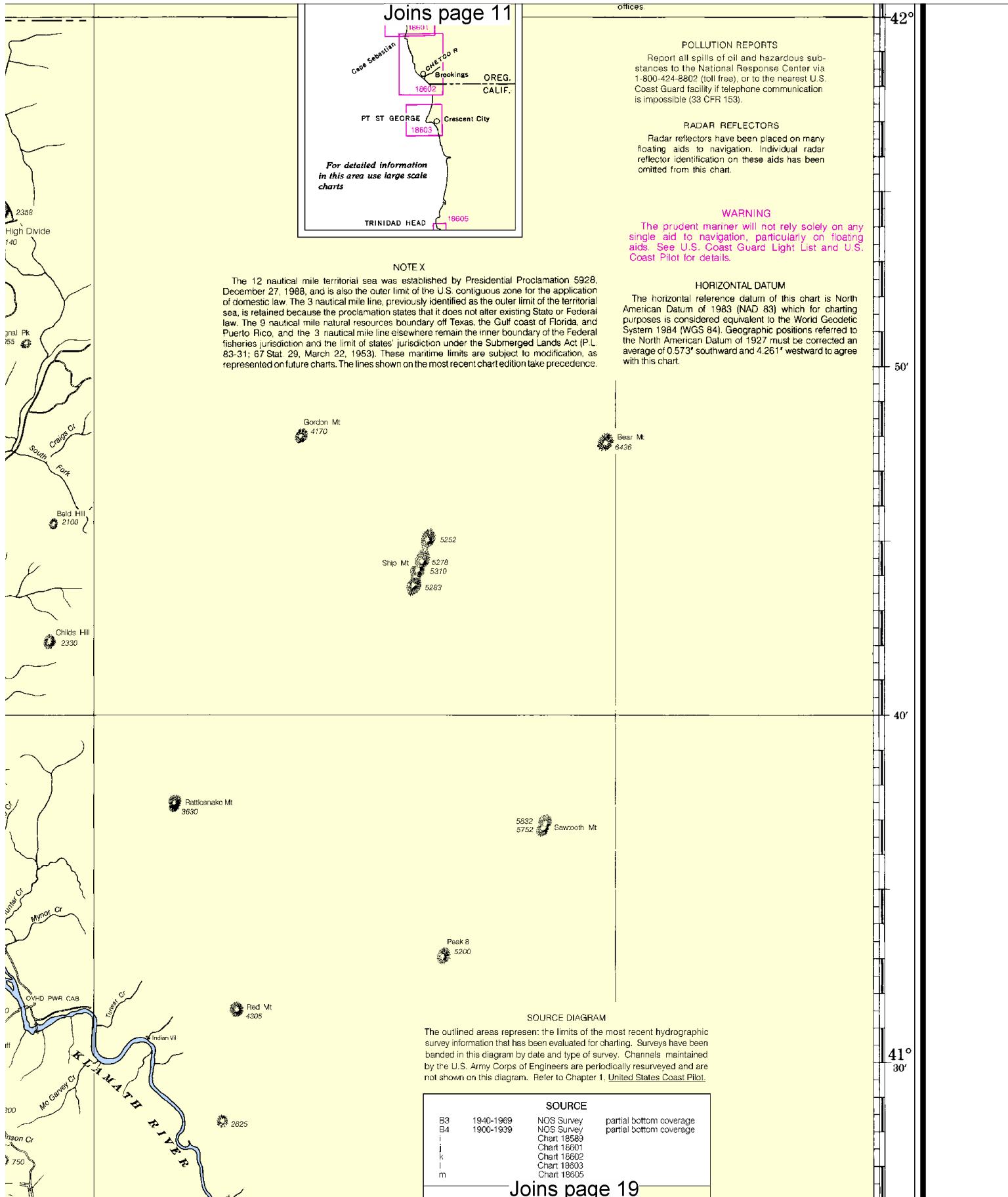
Chart 18602

Chart 18603

Joins page 14

Joins page 17





41°
30'

20'

10'

03'

MICROSECONDS

20'

North

LORAN LINEAR INTERPOLATOR

125°

JOINS CHART 18620

SOUND

14th Ed., Jan. 26/02

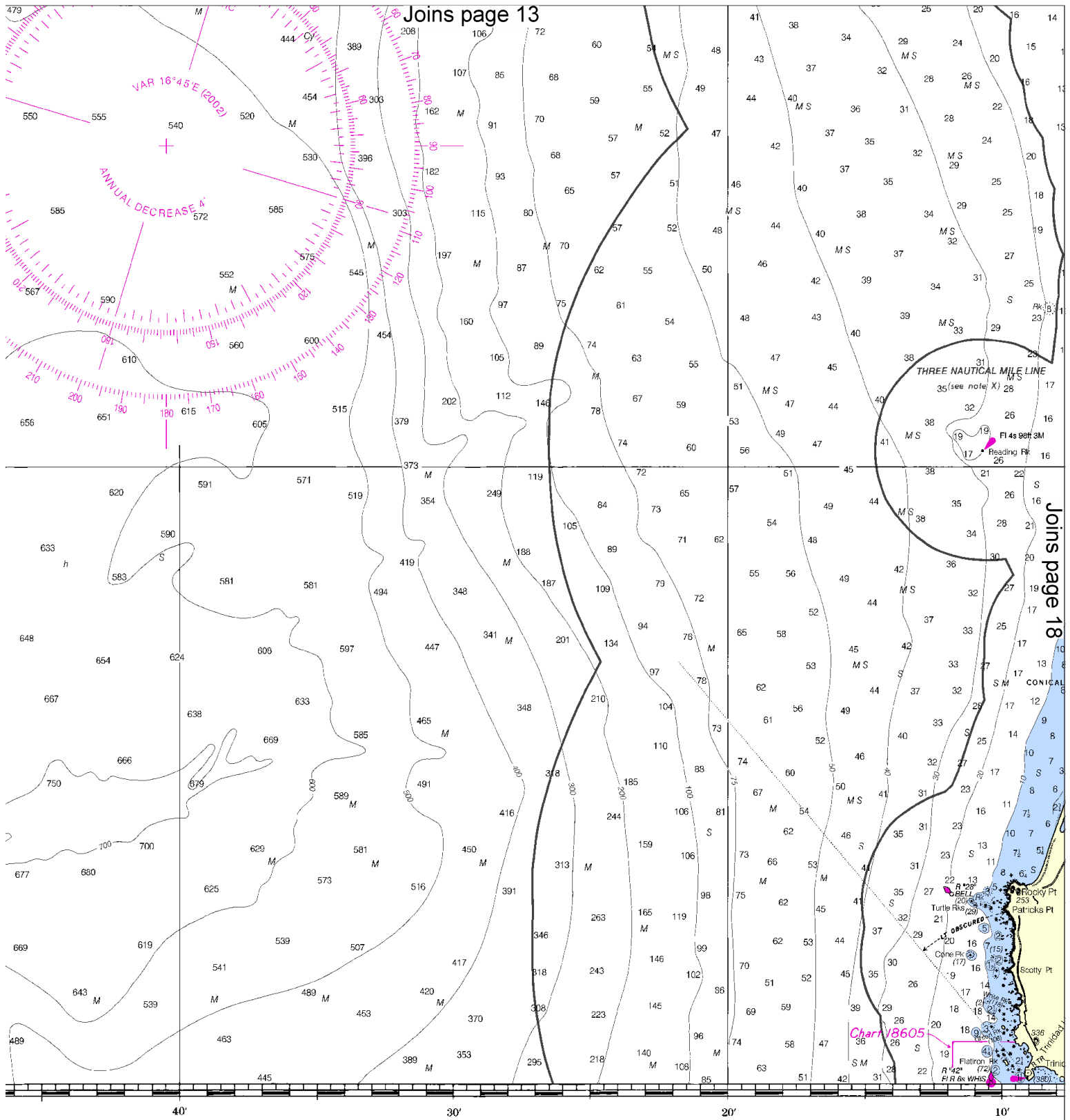
18600

LORAN-C OVERPRINTED

CAUTION
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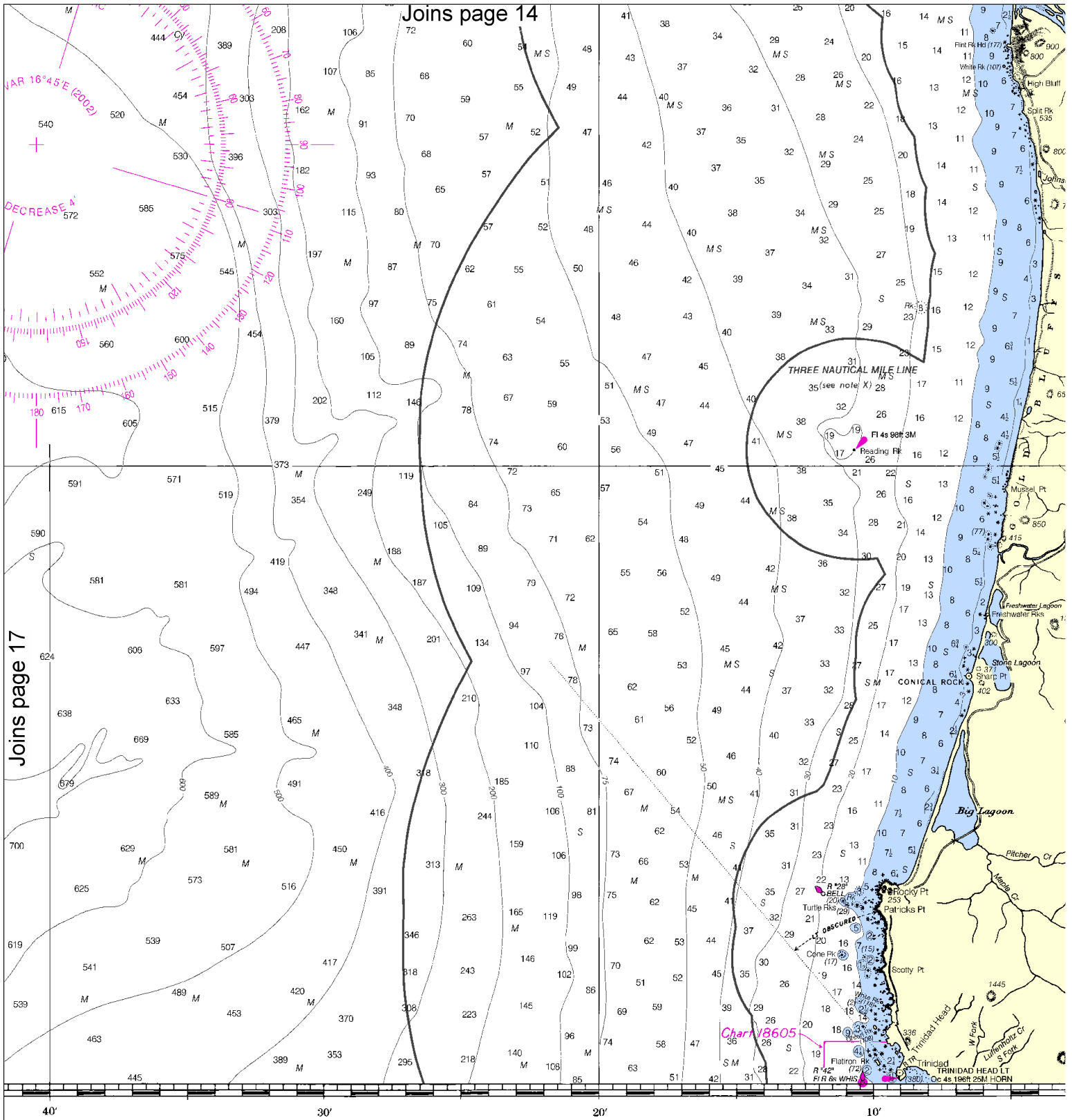
16





INGS IN FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



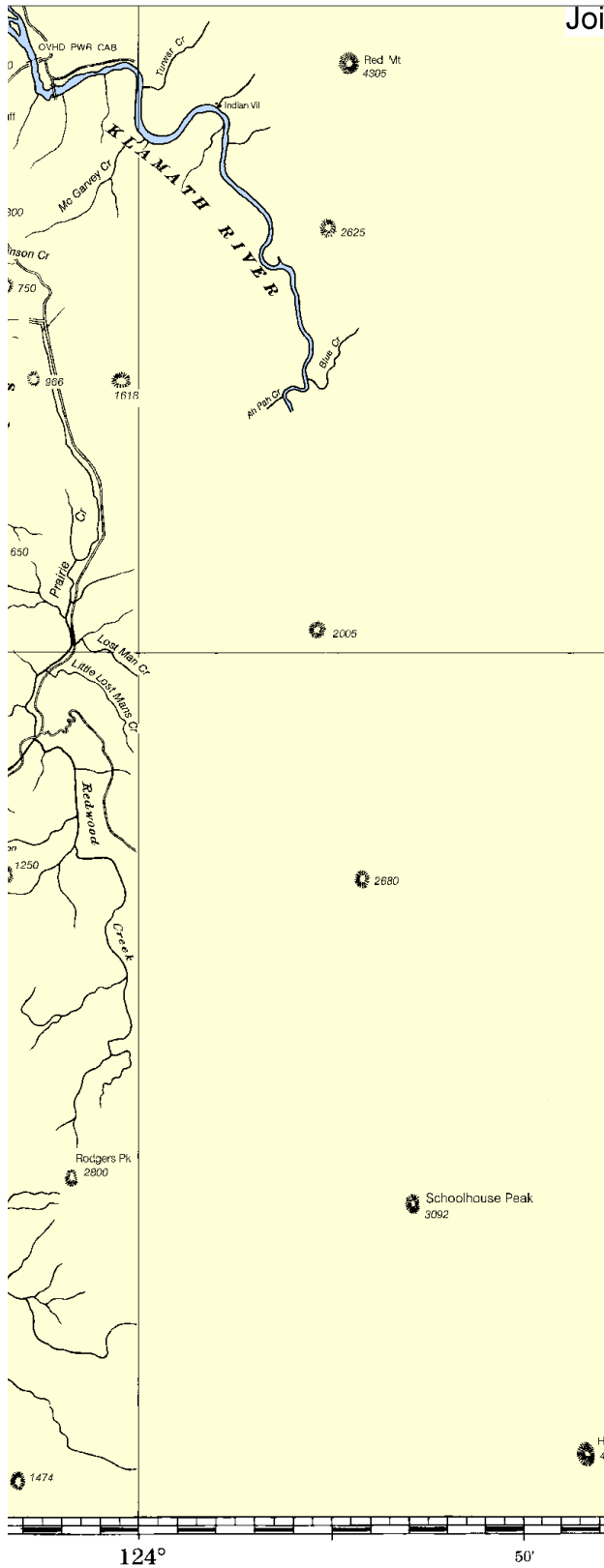
FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1.2

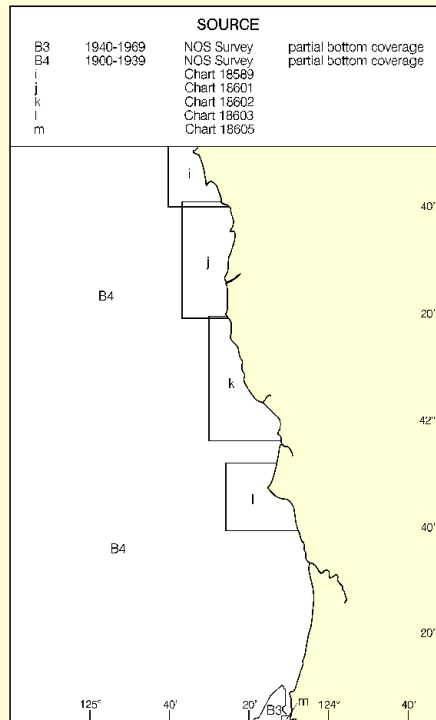
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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



LORAN-C

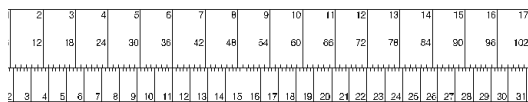
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 994099,400 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

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Trinidad Head to Cape Blanco
 SOUNDINGS IN FATHOMS - SCALE 1:196,948

18600
 LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard North Bend – 541-756-9210

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.